

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT Rostov Airfields
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1. The airfield was east of Rostov (47°15' N/39°53' E), Rostov Oblast, between the road to Novochoerkassk (47°24' N/40°06' E) and a double-track railroad line. The landing field, about 1.2x2.5 km, was sodded but slightly boggy in places. There were several installations on the northern edge of the field. An old horse-shoe-shaped repair hangar, 6x4x30 meters, with an engine test stand was observed. Adjacent to it was a new 20x30-meter building. There was a three-story stone building which was used as quarters for flying personnel. An airport building, erected in 1946/1947, had a 10-meter tower with a warning light on top of the circular-shaped center of the building. A weather station, a cabin with wind-cone and loudspeaker installation, a radio station, established in 1946/1947, and a spare parts depot for magazines and barrels were also observed in this area. A Soviet architect said that it was planned to construct two concrete runways. The runway strips were being drained.

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2. Ten fighters of an unknown type, about 50 biplanes and 30 twin-engine and three-engine commercial planes were stationed at the field. Planes took off every day at 8 a.m. and 10:15 a.m. and at 3 p.m. and 4:15 p.m. It was announced by loudspeaker that one plane each flew to Moscow, Ufa, Gorki, Leningrad, Kiev and Baku.
3. The civilian airfield was east of Rostov, east of the railroad line and south of the road to Novocherkassk. The sodded landing field was about 2 km long. A main building, Aero-Aemar (sic), and a hangar with four or five gates were being constructed. There were also civilian houses, a small workshop and a students' home at the field. A DF station with three masts, a weather station and night lighting facilities were observed.
4. The field was occupied by two types of twin-engine commercial planes and transports. One type was a twin-engine plane with single tail unit, painted a subdued green. The other twin-engine plane was of US make, more streamlined than the first type, aluminum colored with the tail unit "unusually high" and on a landing wheel. The planes regularly landed at and took off from the field at about 10 a.m. and 3 p.m.
5. Individual and formation flying with fighters, sometimes at night with searchlights in operation, and individual and group parachuting was seen over the military airfield northwest of the town.
6. The airfield, about 1x2.5 km. was north of Rostov, northeast of the stadium and Riff Object (sic) (production of wagon and toothed wheels, sets of wheels for locomotives), on a plateau 40 to 50 meters higher than the town. Half of the 2,000-meter runway had a flush concrete cover and the other half was covered with concrete slabs laid out like a chessboard, the 5-cm joints being filled with asphalt. Both halves had a level surface and an equal subgrade of 15-cm sand layer, a 10-cm layer of large pieces of basalt, crushed and rolled, an 8 to 10-cm layer of small stones and a 20-cm top concrete layer or a layer of 1.8-cm concrete slabs. Take-offs and landings were also made on a macadam strip.
7. At least six concrete aircraft revetments with slanting entrances were dug about 5 meters into the ground. A twin-engine bomber, the upper edge in line with the ground surface and the propeller extending by 20 to 40 cm, was parked in each revetment. The aircraft and revetments were covered with camouflage nets. Thirty to forty twin-engine bombers with far projecting full-view cockpit, nose wheel and single tail unit, and twelve single-engine fighters were parked in the open.
8. Parachuting was done every day. Six times in six months firing at sleeve targets from bombers and fighters were observed. From 15 to 30 searchlights were in operation every night.
9. The airfield west of the Rostselmash Agricultural Machine Plant was about 2 km square. Many wooden hangars, built adjacent to each other, and two rows of wooden and stone buildings, including barracks for air force personnel, were on the edge of the field. Six to eight U-2 biplanes and about twelve Yak fighters were stationed at the field. Twin-engine Douglas transports landed frequently but four-engine planes were seldom seen. There was only day flying. Parachute jumps from an altitude of about 500 meters were made almost every day. Firing at sleeve targets was practiced from fighters.
10. The airfield, west of the Selmash Plant, inclined considerably toward the west. Some destroyed log houses, where air force soldiers were seen, were in the park in the southern section of the field. Barracks buildings were being constructed on the southwest edge of the field. Three or four hangars with sloping roofs were on the eastern edge of the field, separated from the Selmash Plant by a wall.
11. Single-engine fighters with radial engine, landing gear retracting outward and single-engine fighters, two-seat, in-line engine, landing gear retracting outward, tail unit similar to that of Me-109, were parked in front of the hangars. Nine single-engine biplanes, two Me-110s and one Me-109s were also parked there. Individual flights, parachute jumps from biplanes, and night flights with searchlights in operation were observed.
12. The airfield west of the thrashing-machine plant had three hangars and some wooden cantonment buildings. The firm and the name of the plant were not known.

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aircraft were parked at a parking site. It could not be determined where the remaining planes were parked. There was day and night flying. Acrobatics were practiced with single-engine fighters. They had an in-line engine, landing gear retracting rearward, tail wheel, and the section of the fuselage forward of wings was shorter than that aft of wings. These planes also did formation flying with up to nine planes and fired at sleeve targets. Twin-engine aircraft with radial engines, propeller about in line with fuselage nose, double rudder assembly, landing gear retracting rearward, and tail wheel practiced individual and formation flying of three and five planes and firing at sleeve targets.

13. The military airfield northwest of the Rostselmash Agricultural Machine Plant extended about 1 1/2 km in N-W direction. Its N-S dimensions were smaller. Six to eight two-story cantonment buildings, a flight control station with a tower, an administration building and a radio installation were on the eastern edge of the field. Two concrete hangars, each about 10x35x50 meters, three or four cantonment buildings, a fuel and material pump were on the western edge. The occupation by about 80 single-engine Yak fighters with radial engine remained unchanged during the period of observation. The number 14 was seen on the fuselage of one plane. There was individual and formation flying, firing at sleeve targets, night firing and individual parachuting.
14. The military airfield near the Rostselmash Plant was occupied by biplanes and 80 to 100 single-engine fighters with long cockpit, apparently two-seat, some with rounded wing tips. The civilian airfield east of the town was occupied only by twin-engine transports. There was heavy flying over Rostov, mostly formation and stunt flights. Sharpshooting at sleeve targets, illuminated by searchlights, was practiced at night from two or three times a week. This was last observed in July/August 1949.
15. The airfield, adjacent to the Rostselmash Plant, had several hangars and buildings, some still destroyed. About 50 single-engine fighters and 20 biplanes were parked on the edge of the field in the summer of 1949. One typefighter, a low-wing monoplane, had an in-line engine, two-bladed propeller, low-wing rounded tips, landing gear retracting outward, and two rigid about 12-mm weapons in each wing. In size it was similar to the Ie-109. It was painted gray-green with a red Soviet star on the wings and tail unit and a five-digit number on fuselage. The second type was also a low-wing monoplane fighter but had a radial engine, angular wings, landing gear retracting inward, and was somewhat speedier than the first type. It had the same color and markings.
16. A commercial airfield was between the asphalt road to Novocherkassk and the double-track railroad line to Shakhty (47°46' N/40°12' E). A four-story airport building was reconstructed on the western edge of the field. Twin-engine commercial planes with radial engines, retractable landing gear and tail wheel were stationed there in 1946 and 1947. Source entered this type plane once and observed that there were 26 flap-seats and a small electric stove in the aircraft cockpit. Twin-engine aircraft with twin-wheeled nose wheel and main landing gear and noticeably long fuselage section forward of wings were seen frequently in the summer of 1949 from the Rostselmash Plant.
17. Flying activity observed over the military airfield consisted of formation flying with up to 30 fighters, firing at sleeve targets, sometimes at night with searchlights in operation, night flying with position lights, landings with only obstacle lights in operation, and individual day parachuting from biplanes with one or two parachutes. Commercial flights on day and night schedules were observed over the commercial airfield.

1 Annex: Rostov Commercial Airfield.

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